



GLOSSARY OF TERMS

Note: Definitions used in this document are for this report only.

AAA: American Automobile Association.

ADA: Americans with Disabilities Act.

ADAAG: Americans with Disabilities Act Accessibility Guidelines.

ADOT: Arizona Department of Transportation.

Accessible: In this document, to provide equal use of the built environment for all people.

Activity Generator: A land use or activity that draws pedestrians or from which pedestrians initiate or terminate their trips.

Arterial Street: A busy main street with high volumes of traffic and high speeds, usually with limited or no street side parking.

AASHTO: American Association of State Highway and Transportation Officials.

Average Daily Traffic (ADT): The quantity of vehicles that use or pass through a defined area during the time of one day.

Bicycle Lane: A portion of the roadway which has been designated by striping, signing, and pavement marking for the preferential or exclusive use of bicyclists.

Buffer: A form of visual, auditory, or land use separation through the use of structures (such as walls) or landscape materials.

Bollard: One of a series of objects preventing vehicles from entering an area.

Buffer Effect: The absorption of, or deadening effect on, auditory or visual intrusions, or an effect that causes pedestrians to shy away from the curb, building walls, window shoppers, and street furniture, which must be accounted for in the design width of a walkway.

CPTED: Crime Prevention Through Environmental Design. CPTED is a recognized set of design principles that can result in an environment being safer and more secure for pedestrians.

Chicane: A traffic calming technique where physical obstacles or barriers are placed in the street which requires drivers to slow down and drive around them.

Choker: Curb extensions at midblock or intersection corners that narrow a street by extending the sidewalk or widening the planting strip. They can leave the cross section with two narrow lanes or with a single lane.

Curb: A vertical edge, designed to deflect vehicular traffic, usually six inches in height.

Dart-out: A pedestrian crash type characterized by the pedestrian entering the street mid-block and being struck by a moving vehicle. It is one of the eight crash types defined by the National Highway Traffic Safety Administration that accounts for 70% of all collisions.

Design Guideline: A standard or principle by which to make a judgment in elements of form, color, texture, material, rhythm or pattern.

Density: The quantity or number of dwelling units or separate structures per unit (usually an acre).

Destination: The location to which a person is going.

Driveway Crossing: A break in the continuity of a sidewalk or walkway along a street to allow driveway access by vehicles.

Edge: The linear elements not used or considered as paths by the observer; the boundaries between two phases, linear breaks in continuity such as shores, railroad cuts, edges of development, walls.

Effective Walkway Width: The portion of the pedestrian path that is not obstructed by barriers such as utilities, slower pedestrians, people waiting, furniture, building elements or plant material.

FHWA: Federal Highway Administration.

Footcandle: A unit of illumination produced on a surface, all points of which are one (1) foot from a uniform point source of one (1) candle.

Generator: Entities or businesses which are the casual effect for drawing pedestrian traffic.

Human Scale: A scale of surroundings that is proportional to the human comfort level.

Intensity: In this document, the quantity of use.

Intrinsic Sense of Security: Feeling of being safe in an area due to a person's familiarity and sense of belonging to the area.

Landmark: A prominent or well-known object in a particular landscape that is easily recognized, especially one that can be used to judge one's location.

Linkage: A walkway connection, usually between two activity generators.

MUTCD: Manual on Uniform Traffic Control Devices. The MUTCD contains standards for traffic control devices that regulate, warn, and guide road users along the highways and byways in all 50 States. Traffic control devices are important because they optimize traffic performance, promote uniformity nationwide, and help improve safety by reducing the number and severity of traffic crashes.

Node: An open area on the walkway that is the strategic spot (point) in a community or neighborhood into which an observer can enter.

Off-street Parking: Parking areas which are separated from the roadway by a curb, wall, median or other means of separation.

On-street Parking: Parallel or diagonal parking situated adjacent to the roadway and without separation between traffic flow and parking.

One Footcandle Lighting Level: Assumed sufficient for public spaces, it is equal to the amount of direct light thrown by one international candle on a surface one foot away.

Origin: Location where a person came from.

Pedestrian: A person walking, jogging, or otherwise journeying on foot (including persons in wheelchairs or using other assistive devices).

Pedestrian Area: A location used by persons afoot, inclusive of the walkway, the roadway, and the adjacent surroundings or uses.

Pedestrian-activated Feature: An electronic device such as a button or lever used by the pedestrian at a traffic light to activate the crossing signal.

Pedestrian Route: Defined and undefined circulation patterns between origins and destinations used by the walker.

Policy: Any governing principle, plan, or course of action.

Recommendation: In this document, possible actions that can be taken by jurisdictions in the MAG region to improve the pedestrian environment.

Recreational Pedestrian Route: A path used for pleasure or exercise walking, often without a specific destination.

Region: Maricopa County limits.

Roads of Regional Significance (RRS): Major arterial roads in the MAG region that have regional significance.

Shared Use Path: A path physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within independent right-of-way. Shared use paths may be used by bicyclists, pedestrians, skaters, joggers, and other non-motorized users.

Sidewalk: The portion of a street or highway right-of-way designed for preferential or exclusive use by pedestrians.

Stabilized Decomposed Granite: A granular stone surfacing material which has been mixed with a binder and compacted to a firm surface considered ADA accessible.

Tourist: In this document, one who is visiting the MAG region for pleasure, culture or business. See Visitor.

Traffic Calming: Methods used to slow traffic and thereby reduce speed, accidents, noise, pollution, and congestion.

Traffic: Vehicular movement or the vehicles themselves.

Transit: In this document, any form of transportation used by the pedestrian other than a personal vehicle, including bicycles.

Vehicle: In this document, a motorized form of transportation such as an automobile, motorcycle, golf cart, bus, etc.

View Corridor: The surrounding area which can be viewed from a single viewpoint, usually in a linear form with a view terminus.

Visitor: In this document, an inhabitant of the region traveling to another part of the region, i.e. a local tourist, see Tourist.

Walkable Commuter Route: A pedestrian path typically originating in a residential area and terminating at a workplace. See Recreations Pedestrian Route.

Warrant Process: A process for determining where and when to set traffic control devices, including stop signs, street lights, etc.

Walkway: The pedestrian path itself, which may be undefined or defined by materials or barriers. The walkway is a channel in the pedestrian area along which pedestrians move.

Wheelchair: Wheelchairs include the full range of wheeled mobility devices. There is a trend away from using the term wheelchair and a movement toward the use of the term wheeled mobility device. This term includes power mobility devices and manual mobility devices and includes devices designed for adults and for children.

Woonerf: “Living yard”; a traffic calming technique in which there is no segregation between motorized and non-motorized traffic and in which pedestrians have priority in the whole street area.



BIBLIOGRAPHY